

Des News 27 Apr 1971

The day everything reached the end of the line.

Amtrak^{Provo Herald 4-29-71} Delay Foreseen

WASHINGTON (UPI) — Court suits and congressional action threaten to delay Saturday's scheduled takeover of most of the nation's railroad passenger service by the new semipublic Amtrak agency.

U.S. District Court in Washington scheduled hearings starting at 10 a.m. EDT today on a series of suits contesting the start of the service.

In the Congress, both the House and Senate launched efforts to legislate a six-month delay in the beginning of Amtrak operations. Sen. Mike Mansfield of Montana, the Democratic Senate leader, warned there would be "a monumental transportation disaster" if Amtrak starts Saturday.

Most of the complaints came over Atrak's plans to eliminate about 100 of the present 285 intercity passenger trains and concentrate the remaining runs on more heavily populated routes.

A union president, C. L. Dennis of the Brotherhood of Railway and Airline Clerks (BRAC), said there might be wildcat strikes in the next few days to protest job protection policies proclaimed for Amtrak by the Labor Department.

Dennis testified at a House subcommittee meeting that plans put into effect by Labor Secretary James D. Hodgson would allow the carriers to avoid paying separation benefits to as many as 25,000 rail workers facing layoffs.

his brain.

Mail Inquiries at All-Time High at Travel Council

With over 10,000 pieces of mail left to open, it's obvious that March of 1971 has been an exceptional mail inquiry month for the Utah Travel Council. So far 82,613 inquiries have been counted surpassing the April 1969 record of 57,979 by nearly 25,000 inquiries. The March total represents nearly a third of the entire 1970 record yearly total of 257,884 mail inquiries.

Spring has always been the time when Americans plan summer vacations. Using the mail count as an indicator of tourist interest Utah can expect a record tourist season. Lee Jorgensen, director of the Utah Travel Council says, "We believe the Travel Council has successfully aroused tourist interest in Utah. It's now the job of all Utahns to be friendly, courteous hosts."

Travel Council employees report much of the inquiry mail to be from campers requesting specific information regarding campgrounds, facilities and the points of interest. Anticipating the camper interest in Utah, the Travel Council recently published its 1971 edition of A Guide to Utah's Camp and Picnic Areas. The guide lists more than 300 improved recreation

Page 2—THE HERALD, Provo, Utah Thursday, April 29, 1971

Canyon Sewer Plans Discussed at Meet

Residents of Provo Canyon met Wednesday afternoon to discuss formation of a sewer service area in the canyon, and 70 signatures were obtained on a petition asking the County Commission to initiate proceedings to form the special district.

Stan Collins, who chaired the meeting, said today that he was happy at the widespread support for the proposed sewer service area. Only 32 signatures were required, but nearly all those present at the meeting signed, indicating their support, he said.

Will Pass Resolution

Now the county commissioners will pass a resolution describing the proposed

boundaries of a service area, specifying the service to be provided and fixing a time for a public hearing. The effort would be blocked if property owners owning 40 percent of the taxable property in the proposed area were to file written protests with the commission. Stan Collins and those present at the meeting felt confident, however, that there would be widespread backing for the sewer.

The county recently had a study made of the need for installing a sewer in the canyon. The unquestioned need for one was determined by Rollins, Brown and Gunnell, a consulting engineering firm. At present, according to Russell Brown, the contamination level of the water at the mouth of the canyon is between grades C and D, which means the water really isn't fit to swim in, he said.

Cost of Sewer

The report said the cost of the sewer would be about \$400,000 and that a large share of that money could be obtained through Federal grants. Stan Collins said he felt sure that "if we moved quickly," as much as 80 percent of the cost would be absorbed by Federal funding. "The longer we wait," he said, "the more it will cost us." Mr. Brown said that at least 50 percent of the funds could be obtained from grants, and that the hook-up charge to the sewer would most likely be below the \$300 mentioned in the report, which assumed only 33 percent Federal funding, the worst of all possible possibilities, said Mr. Brown.

By HUGH MORGAN



AP Wire Photo

Sister Ann Joachim, Adrian, Mich., waves to Wabash Cannon Ball crew.

WABASH CANNON BALL

Train Known Well By All, She'll Soon Be Forgotten

DETROIT (AP)—The stationmaster threw his hand down casually in a signal from the dimly lit, nearly empty Union Depot at 7:15 a.m. EST, and the Wabash Cannon Ball, as familiar to railroad buffs as old No. 99 and Casey Jones, was on its way on one of its last journeys.

Engineer J. L. Miller of Detroit—44 years on the railroad — sounded the bell. Looking under the peak of his Detroit Tigers' baseball cap, he eased the throttle, and on to St. Louis went the Wabash

"She's mighty tall and handsome . . .

Cannon Ball, the last of the trains to carry the historic name. It is being eliminated after its run Friday, under the new nationwide Amtrak system.

The engine built up speed as it moved from beside the Detroit River, past industrial yards and into the greenling

country side.

The door to the men's room on the only passenger car for general use had the marking in crayon: "Out of order."

"Breakfast being served," chanted Wardell Price of St. Louis, a lounge car attendant for 29 years, as he ducked his

. . . "She's known quite well by all . . .

lanky body briefly into the passenger car.

Price, the short order cook, waiter, cashier, dishwasher, bartender and table cleaner, recalled the days when two cooks, and three or four waiter were needed to take care of passengers.

The modern Cannon Ball has two passenger cars, one kept empty for school children for brief trips down the line; a parlor car, a baggage car and an engine compared to the four or five coaches, a diner and a parlor car that used to be standard, said Price.

Odd-shaped homes, grain silos and red barns with green roofs swept by as the Cannon Ball went on to Adrian, Mich.

. . . "She's a regular combination . . .

There, Sister Ann Joachim, a 69-year-old attorney and nun at Adrian's Roman Catholic Siena Heights College, met the train and chatted with the conductor. In 1969, she led a successful campaign before the Interstate Commerce Commission to keep the train running.

The Norfolk & Western Railway said it was losing money because of lack of passengers. The sister and others claimed the railroad was

actively discouraging passengers. But, her battle has now been lost.

After slicing through a corner of Ohio, the train forged on to Indiana, carrying its name bestowed by the old Wabash Railway, now merged with Norfolk & Western.

The Wabash Cannon Ball is a descendant of freight and passenger trains of the same name in the 1800s. Time tables in the company's files showed it visited Chicago, Kansas City, St. Louis, and Omaha among other cities.

The Wabash Cannon Ball entered the American folk culture as a hobo ballad,

. . . "On the Wabash Cannon Ball."

whose lyrics have been rewritten and revised many, many times.

As the train went on, an Amish farmer brought his team of six brown plow horses to a stop near Grabill, Ind., and waved his broad-rimmed hat.

The Maumee River, which flows eastward into Lake Erie, was left behind. The train went over a bridge, the rails thudding with a hollow sound, and entered the Wabash River Valley. The Wabash River flows from near Fort Wayne to the Mississippi River.

Lightning streaked the black sky and rain fell as the train reached the yards in St. Louis. But it had to wait 35 minutes in the yard because a freight train was in the way. It was 5:40 p.m. CST, an hour and 20 minutes behind schedule. The ride was over.

DESERET NEWS

SALT LAKE CITY, UTAH

Final Rail Service For Most Idahoans

By BOYD VANDERHOUWEN

IDAHO FALLS (AP) — Early Saturday, while most Intermountain Area residents are sleeping, the Butte Special will pull out of the Union Pacific station in Idaho Falls on its way to Salt Lake City.

And at that moment, rail passenger service to southern Idaho will die — unless last minute efforts to postpone the takeover of most of the nation's rail passenger service by a semipublic corporation known as Amtrak, formerly Railpax, are successful.

Amtrak officials hope to make passenger trains profitable once again. But success or failure will mean little to southern Idaho, which was left out of the Amtrak system.

ONE LINK

Idaho's only link with the Amtrak system will be daily stops at Sandpoint, in the state's northern panhandle, by trains traveling between Chicago and Seattle.

The reminder of the Intermountain Area fares somewhat better under the Amtrak system, though Salt Lake City — one of the region's major population center — was excluded at the last minute

and could lose its last passenger train service in 1975.

The Utah capital was excluded from the Amtrak system when the Denver & Rio Grande Western Railroad decided not to join the system.

ROUTE CHANGED

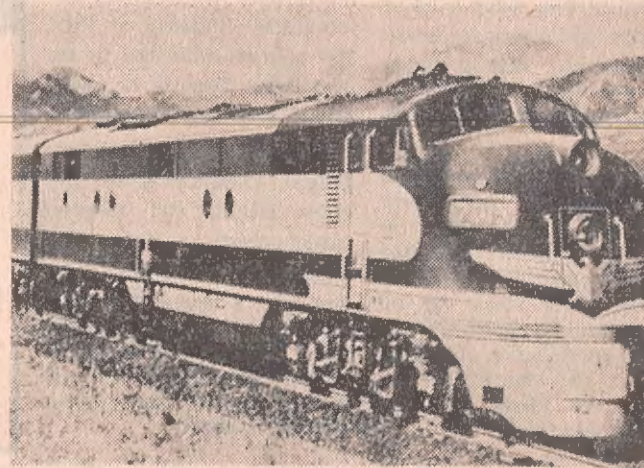
The original Amtrak routes had included a leg between Denver and Salt Lake on Denver and Rio Grande tracks. The railroad's decision forced Amtrak officials to reroute service from Denver through southern Wyoming to Ogden, Utah, on Union Pacific tracks.

The change meant continued rail passenger service for Wyoming, which had been excluded entirely from the original routes.

It also will mean fuller service for Ogden.

The northern Utah community also was excluded from the original Amtrak routes. But it was added to the system earlier this month when officials decided to drop a proposed leg between Salt Lake and the San Francisco-Oakland area.

Both the Denver to Utah and Oakland to Utah legs will now pass through Ogden.



Idaho passenger trains nearing last run.

Denver & Rio Grande's decision not to join Amtrak means it must continue its Salt Lake-Denver service through July 1, 1975. But Gov. Calvin L. Rampton, among others, is concerned about what will happen after that.

Rampton has asked officials of the railroad to continue service beyond 1975, but they are making no commitments at this point.

Wyoming officials are

happy now, and Utah officials are moderately happy with the Amtrak routes. But Idaho officials, understandably, are not.

century if the Gem State does not win better service under Amtrak than now planned.

City and county officials and civic and business groups throughout southern Idaho have petitioned to have passenger service to the area continued.

NOT PAYING

The Idaho Falls Chamber of Commerce is the only major local organization not supporting the campaign.

"It was simply a matter of economics," says Chamber Manager William Brooks. "If patronage does not make it pay, we cannot insist that the service be continued at the expense of the shippers."

The state's congressional delegation has made several unsuccessful efforts to save Idaho's trains.

Gov. Cecil D. Andrus has threatened to seek legislation to force the railroads to return all of the public land grants they received during the past

ceded that rail passenger service has been a losing proposition in recent years.

REASONS DIFFER

But they disagree over the reasons for the losses and whether Amtrak will be able to reverse the trend.

"Sure the railroads abandoned the public," says one Union Pacific employee. "But the public abandoned the railroads first. All these politicians who are crying about their states being left out of the Amtrak system haven't been on a train in 25 years."

V. W. Young, chief freight and passenger agent at Idaho Falls, said passenger service has dwindled to almost nothing in the past 10 years — even though the city built a new depot, one of the most modern on the line, in 1964.

Idaho officials never held out strong hope that two east-west trains — the Portland Rose and City of Portland — providing service to Boise, Nampa, Pocatello and Idaho Falls would be continued.

But they had hoped the Butte Special, which would provide a north-south link to east-west service through Utah, would be saved.

Virtually everyone, including those who would like to have the trains continued, con-

We Stand For The Constitution Of The United States
As Having Been Divinely Inspired

24A EDITORIAL PAGE

FRIDAY, APRIL 30, 1971

Will U.S. Be Railroaded Into Bad Transit Deal?

It's hard to blame many Americans for feeling disappointed over the new plan designed to save railroad passenger service that is to go into effect Saturday.

Under the new National Railroad Passenger Corporation's setup, at least four of the 48 contiguous states—Arkansas, Maine, South Dakota, and Vermont—will have no rail passenger service at all.

Despite the \$200 million the corporation is to receive from participating railroads along with \$140 million in federal grants and guaranteed loans, the consensus seems to be that the operation is under-funded.

Moreover, perhaps as many as 15,000 rail workers may lose their jobs as Railpax or Amtrak undertakes a reorganization that will eliminate nearly half of the 350 passenger trains — excluding commuter runs — now operating.

But when Congress created Amtrak it handed the corporation a most difficult assignment—that of saving deficit ridden passenger train service and showing a profit. Under the circumstances, Amtrak has little choice but to concentrate service on those areas holding the greatest promise of success.

Certainly the drastic surgery represented by Amtrak is better than letting rail passenger service continue to suffer a slow, lingering death.

Moreover, there is encouraging evidence that Amtrak can make a go of it after installing faster, more modern trains. Passenger patronage increased 60 per cent in three years after high-speed electric trains went into service between London and Manchester. And in the first eight months of operation between New York and Washington, patronage of the high-speed Metroliners increased 50 per cent.

America needs a balanced mass transportation system. To get it we may have to pour more tax money into rail passenger service just as tax dollars already have been poured into building highways and airports.

For now, however, the challenge is to give Amtrak a fair chance to prove itself, then make whatever improvements seem needed on the basis of experience.

* Highway Debate Moves Outdoors

PROVO — The debate on whether or where to build a new road in Provo Canyon moved outdoors Friday to a hillside high above the canyon floor.

A small group of State Highway Department officials, geologists, forest personnel, private company personnel and several citizens opposed to the proposed route of the limited access highway through the canyon "debated" the question on a high knoll

overlooking the route.

The meeting was called by several Provoans who feel the construction of the new access road will ruin the esthetic values in the canyon.

Some of the questions posed by the people opposed to the road in the outdoor meeting were:

—"Do you realize the danger to the road in this area which has been described as a potential slide area?"

—"Do you know what effect

the construction will have on one Orem and two Provo City parks now located in the canyon?"

—"When you make huge cuts in the terrain, won't these leave scars for years to come on the canyon?"

Highway engineers told the "impromptu public hearing" that their people realize the point about one and one-half miles into the canyon is a hazard area.

"We will just have to

depend on the reports by the geologists concerning slide potential and then build the road with the best possible protection," Blaine Kay, state highway engineer, told the group.

Lillian Hayes, who opposes the construction through the canyon because of its effect on the environment, said her reports showed the road would be expensive to maintain through the area.

Road officials assured her

that road department has made plans to alleviate the hazards.

Bert Taylor, design engineer, said the road bed would always be above any shifting base and this would be determined by drill holes to start next week.

He said the road would be built in the area under question above any shifting shale.

State Road Commissioner Wayne Winters, American

See PROVO on Page B-2

DESERET NEWS

SALT LAKE CITY, UTAH

Saturday, May 1, 1971

B 1

Train Late For Its Own Funeral

By JACK K. GRAEME

CHEYENNE, WYO. (UPI)

— An era in passenger train history ended Saturday, but the Union Pacific's "City of Los Angeles" was late for its own funeral.

Some 100 passengers boarded the historic passenger train at Cheyenne for its last westbound trip Saturday, although most intended to get off when it reached Laramie.

Sunday, the National Railroad Passenger Service begins providing Wyoming with service three times weekly, and the U.P. ends its 104 years of passenger service.

Five diesels hauled the 23-car passenger train into the Cheyenne depot at 10:50 a.m., precisely 23 minutes late.

A milling crowd filled the station as it had not been filled in several years, await-

ing the train's arrival with an apparent bittersweet mood of festive sadness.

Many were elderly, or middle-aged, while a few youngsters, who have never ridden passenger trains or seen a steam engine in operation dashed about the platform, straining for the first glimpse of the oncoming train.

For the final run, the U.P.'s only operating steam engine

— No. 8444 — was brought from semiretirement at the Cheyenne roundhouse to haul the train to Laramie, and then return the eastbound City of Los Angeles to Cheyenne later in the day.

NO FACADE

Unlike the sleek diesels which hide their power under an impersonal facade of extruded aluminum, the gleaming black steam engine's very shape and belching smoke brazenly advertised its strength.

The "northern type" 4-8-4 engine develops 4,800 horsepower and measures 114 feet long with its tender.

"I hate to see them go,"

said Irvyn Reed of Laramie, engineer on 8444 for the run to Laramie. Reed has worked for U.P. for 30 years, and has been an engineer since 1944.

6 OR 8 YEARS

"It's been six or eight years since I engineered on a steam engine," he said, looking fondly down the track. He explained he simply was "first in the pool" when names were drawn for an engineer on the run.

This fireman, Dillard Hill of Laramie, said steam engines

were no more difficult to work on than the diesels "and a lot more fascinating."

"It gives you a sad feeling knowing something won't be happening anymore. I'm sure glad to get to five it back. It's an honor."

Ironically, Reed used to be fireman for the engineer on the lead diesel, Clarence Otterman of Cheyenne. Otterman, an engineer since 1941, began his career in Denver, and was then sent to Laramie and finally to Cheyenne.

Cycle Victim

Gains Slightly

Linda Charlotte Gaarlick, 18, Nephi, had improved slightly from "critical" to "serious" condition today at Latter-day Saints Hospital, under treatment for head injuries.

She was hurt Thursday at 3 p.m. on Highway 132 in Nephi when the motorcycle she was riding as a passenger collided with a truck. She was thrown to the pavement. Neither the truck driver nor the cycle operator was injured.